

ECONOMY IS WEALTH

IN HANDLING COTTON AS WELL AS IN ANYTHING ELSE.

Colonel W. E. Barrow's Active Brain Finds a New Source of Wealth in the Cotton—What he Thinks of Improved Methods in Ginning Cotton—Cotton Seed Oil Mill, Etc.

Colonel W. E. Barrow, of the Willamette Lumber company, so well remembered throughout the south as the foremost friend of our late exposition, in New England, and the man, perhaps, who contributed more to give it actual success than any other, has been in the city a day or two, on his return from Florida.

The deep interest that Colonel Barrow took in the south and that led him to take so active a part in the exposition was deepened by his three months' stay in Atlanta.

Although a young man he is at the head of one of the largest establishments in the south, employing sixteen hundred hands and running 120,000 spindles, and making a product that is put squarely in competition with the best products of England and Scotland. He has, therefore, studied the question of cotton manufacture very closely, and is thoroughly acquainted with its needs. A representative of the Georgia Cotton Association, he was yesterday touching the outlook for manufacturing in the south, and takes the liberty of printing the substance of what he said.

"In the first place," said he, "let me say that I don't desire to discourage in the slightest degree the establishment of large cotton mills for the spinning and weaving of cloth. The more you have of them the better for the stockholders and for the south at large. I believe that they will pay, and I would be glad to see fifty built within the coming year. But it is so plain to any northern man that the real basis of growth for your people is not in mills that I look with more interest to another department of manufacturing."

"I agree that cotton is the great staple, and that in its handling the greatest industry of the south must spring. I contend that there is more money to be made, more good to be done, less to be encountered, and less capital to be employed in handling the cotton side of the spindle than beyond it. The manufacture of cotton must begin with the gin, and I am coming south to-morrow to invest in cotton manufacture. I should put my money in improved gins and presses. The cleanliness and care in the handling of this white and delicate fiber are the first requisites, and, of course, cleanliness and care are no where so necessary as at the first stage of the game. If the lint, when it is taken from the boll is subjected to a process which tears and dirties it, we see that the process is started on the wrong plan and must be corrected somewhere. It always costs more to correct an error than it does to start right, consequently we see the present system of cotton manufacture is started in exactly the wrong direction. For example, who would buy cloth of a manufacturer who allowed the fabric to rot from his hands in a dirty pack, or who sent it on the street in rain and dust, and allow any man who desired it to jab into it with a knife? Such a manufacturer would be considered crazy, and yet this is precisely what the southern man does with his cotton that requires just as much care in handling as the cloth itself. It is more profit and progress of reform at the gin than anywhere else."

"Well, what is your plan?"

"My plan would be this: To establish a new method of ginning, pressing and baling cotton. For example, I would put up a large, commodious building and would fill it with, say fifty rollers placed in half a circle, and by one engine I would then have a competent mechanic to watch these gins and see that each one was in perfect order and doing its perfect work. At the tail of each gin I would put a wire cloth that would receive the lint as it came from the gin and carry it directly to the press without its ever touching the floor, thus being free from dirt and trash. The lint would have a press of new patent that would press the bale into compact shape, and as fast as the cotton came from the gin press and nearly bale it, so that not a particle of the lint would be exposed. I would then mark each bale with my name and guarantee and send it to market. I am satisfied that cotton thus handled and baled would bring a half a cent per pound more than the same quality of cotton ginned in the present way. Mr. Atkins, Mr. Garsed and others think we would bring a cent more, but let us say a half cent."

"What would such an establishment cost?"

"The fifty roller gins would cost probably \$3,000; the engine, say \$1,000; the building, say \$10,000; the building all could be had for less than \$10,000. These gins would handle 10,000 pounds of cotton per day, or 200 pounds each. A half cent advance on this above the ordinary price would be \$50 per day as extra profit. I am certain that these gins run with precision and in workmanlike manner would do more work in less time and make more clear money out of them than could be made by the ordinary gins. Yet we know that nothing is more profitable than a gin run even in the present slovenly way. With these improved gins you could make more money by selling the cotton at the same price than by ordinary ginning. But you would not want half a cent per pound for fifty dollars a day surplus by the new plan. For three hundred dollars a week, or say five thousand dollars for the season—in itself a fifty per cent return on your investment."

"You simply suggest then a reform in gins and ginning?"

"Yes. The business is profitable to the ginner as it stands now. With fifty roller gins under intelligent control, working in a clean building with the cotton properly handled and baled, and the guarantee of the ginner put on each bale, the establishment would pay. Besides the ordinary profits of ginning, which would give a good dividend, a surplus of 50 per cent on the investment would be made by reason of the increased price which the cotton would bring."

"You don't allow for the increased speed of the saw gins in this estimate?"

"Of course I do. I estimate that 50 roller gins will do the work of five saw gins. The roller gins would cost, say \$25,000, while the saw gins would cost \$15,000, so that an investment of \$10,000 in dollars more you would get the same yield of cotton per day, with less wear and tear, because the roller gin is not so complicated as the saw gin. I don't know of any investment of a like amount of money that promises so rich and certain a return and that would offer a more ample margin of safety. In fact, and in the ginning establishment are common, indeed the crop is handled almost entirely in this way. The planter in Egypt sends to England for a stand of twenty gins and it is sent out in complete shape, an engine and everything with plans for a house in which to put them."

"These ginning establishments would be the nuclei from which other enterprises would spring?"

"Why, certainly. This would be an inevitable consequence. For example you would find near such a gin mill, a cotton seed oil mill, that would handle the seed turned off from the gins. You would find near the mills large stock farms on which the stock would be fed from the cotton seed and the mill, and the feeding of the stock would depend on the other, and all would mean independence and prosperity."

"What of the cost of the cotton seed mill?"

"It is in my impression that we shall very soon see cheap seed oil mills. I remember that when I was a boy we had linseed mills all over New England and that were comparatively cheap. The present machinery for manipulating the cotton is costly and chancy, but as soon as the demand for cheap machinery becomes confirmed the cheap machinery will be offered. Even now they are arranging to treat cotton seed oil with naphtha by a cheap and simple process. You need have no fear. With these gin establish-

ments put up all over the cotton-growing region there would be cheap cotton-seed oil mills to go with them. After the seed-oil mill was established the next thing that would come would be the yarn mill of a thousand spindles that could be put up for five or six thousand dollars, that would spin the lint and send the yarn to the weaving mill that might be located in the neighboring city. There would be an abundance of skilled labor. There it would be woven into cloth and you would have the entire process of manufacturing established for safe and sure dividends."

"Why does not some one start such an establishment?"

"I have no doubt that several will be started, more or less extensive, during the season. I made estimate for Colonel Ricks, of Mississippi, and request, upon a ginning mill of 50 gins capacity, with a press and small cotton seed oil mill attached. I don't know that he will build, but I do know that he agrees with me that the most important reform and progress in the manufacture of cotton rests with the gin and the gin-house. I have heard of certain northern spinners who are interested in showing the southern planters how much more profitable it would be to gin cotton properly will establish a ginning mill upon an improved plan somewhere in Alabama. You may rest assured that very large amounts of capital will seek southern investment within the next year, and it is equally certain that some of it will be invested in ginning mills, which offer such heavy profits, demand so little capital and are attended with such small risk. One properly established and fairly worked would do more to establish others than ten years of argument. You may then have a boom in improved methods of ginning, compared to which the present boom in seed oil mills will be trifling."

"The south must learn," said Colonel Barrow, "what the north has learned long ago, and that is that it is not large factories that make the prosperity of a section, but small industries. In the south you cannot hope for enough capital for some time to build large factories. It is very different points, and if you keep public attention directed to these great enterprises men of small capital will decline to invest at all as they cannot raise enough to compass one of these. On the other hand, if you teach them what is true, that there is more profit and less risk in small enterprises over which the owner can exercise a personal supervision, and the profits of which he can handle himself, you may encourage small capitalists to invest in small local enterprises. These will make your section prosperous, will give you diversified industries that will employ not only the head of the family but his sons and daughters, and will certainly bring the larger enterprises which will not come without them. I am deeply interested in the welfare of the south. I have been met with such unexpected and unusual kindness, and I have formed many attachments. I would be much encouraged to see some man of moderate capital, but of careful habits and energy, take hold of this ginning question, establish a mill, put in improved gins, presses, etc., establish an oil mill, and determine to make the gin and having of them just as clearly, a gins and definite industry as the weaving of cloth, or the making of shoes. Such a man would not only get good for himself, but he would secure profitable and safe business, but would be the pioneer in the movement that would do more to give the south strength and wealth than anything that has yet been devised."

Colonel Barrow's well known sagacity and the success that has attended his work, gives his words added weight, and we commend them to our readers. There are hundreds of men with from ten to twenty thousand dollars in the south to-day, looking for an investment that will give them a business and pay them better returns than planting cotton or advancing money to farmers. If they will build such a ginning mill as he has described, and upon the plan as outlined, we feel sure that the best results will be attained and a very important reform started. Colonel Barrow will take pleasure in giving detailed information to any one wishing to engage in such business, and it is unnecessary to say that he has no interest in the matter except to make a suggestion that he believes will be of public benefit."

It is proper to say that we have given the substance of his conversation without his revision. He has no interest in what has been written. We have simply given his ideas and may have missed some of his details.

DRIVEN MAD.

A Young Man Frightened Into Hopeless Lunacy by a Mad Frank of His Companions.

YONKOSKOWS, O., February 22.—[Cincinnati Enquirer.]—A most remarkable case of insanity resulting from a practical joke has just come to light in this city, but as yet little or no publicity has been given the matter. Living about two miles from town is a family by the name of Waters. They are well-to-do, plain country people, who enjoy the respect of their neighbors, and have a number of friends and relatives. The family consists of Mr. and Mrs. Waters, now well advanced in years, two fine-appearing and sensible daughters, both grown, and one son named Henry, who is a handsome, manly young man of twenty-three, whose pleasant face has made him many friends.

Henry had been brought up on the farm, and his experience beyond the limits of his home and the neighboring towns has been restricted to a single visit to Cleveland at the time of the Garfield funeral obsequies. He was much given to reading light literature of the blood-thirsty kind, and his associates at various times expressed himself as believing in spirits and their visitations. In fact, he was a great believer in the supernatural, and his simple nature that he always slept with a large old-fashioned Colt's revolver at the head of his bed, where he could place his hand upon it in an instant.

Knowing his weakness, some of the neighborhood boys planned, in the best of humor, a scheme to frighten him with a make-believe ghost at midnight's evil hour. A night was set for the perpetration of the joke, and during that afternoon one of the young men carefully drew all the bullets from Henry's pistol, leaving the powder in each cartridge undisturbed, and placed the weapon back in its accustomed place. Henry retired as usual at half past eight, and about midnight, just as the moon was throwing a dim ray of light across the floor, one of the boys, clad in ghostly attire, stealthily entered the room and, with outstretched arms, slowly muttering unintelligible sentences.

With an awakening tremor, Henry convulsively gripped his revolver and sprang light as a feather through the door. The ghost advanced a step, the mutterings continued, till Henry, wrought up almost to a frenzy, drew to an aim the weapon he supposed was charged with death and stammered: "If you are a man, I shall kill you; if you are a ghost this won't hurt you," and with that the loud report of his pistol startled the night's stillness. There was a quick motion as if the shadowed arms and the bullet was thrown back, striking the head-board at Henry's side. This sent a cold chill through his frame, but a second time he took deliberate aim at the specter, and fired again, as if entering the bullet, and it was thrown back upon the bed.

Almost paralyzed with fear, Henry fired a third and a fourth shot only to have the bullets buried there with noiseless motion from the ghostly figure. Then, for a brief moment he sat as if transfixed, gazing with numb bewilderment, when, with a wild shriek of terror, he fired the last blank cartridge and hurled the pistol at the ghost.

With a merry laugh, the ghostly visitor threw off his flowing garments, and through the door came a boy who had gathered with him to join in the sport, when, to their horror, they saw depicted on the face of Henry an expression which told the sad story that their joke had, alas! been too well played. His mind could not stand the strain. He was a raving maniac.

The saddest part of the story is that, although several weeks have elapsed since Henry Waters was frightened, he has not shown the least signs of returning sanity; and, while not violent, is constantly shrieking out and pointing to imaginary ghosts. It is a sad story and a frightful warning to practical jokers.

SOUTHERN RAILROADS

DISCUSSED IN GENERAL AND IN DETAIL.

The Associations and Consolidations of the Southern Systems—Striking into New Territories—Some Problems of the Future—Richmond, Danville, and Louisville and Nashville.

Correspondence of the Enquirer.

MACON, GA., February 16, 1882.—The person who takes no interest in railroads and their political maneuvers is not really living in our times—merely existing here and dwelling yonder, as the pigeons in the pigeon-cote remarked to the grackle. In the United States the story of topography and of transportation and of the master spirits in it is the true history of dynastic families and of revolutions. It is involved in no more corruptions than personal and state ambition and extension anywhere, even in churches. It is a healthy study, and will cure sentimentalism, except in a trifling mind; for railroads never have to encounter the real condition of their times, to surmount as many moral and social obstacles as physical impediments, and to deal with men's greed, with local interests and with popular delusions and demagoguery, and there is scarcely a nobler sight than a sagacious, patient, yet daring, man, carrying his railroad to its point, surviving misadventure and late, redeeming his pledge to his stockholders, and opening up a solvent highway to an improving zone of his fellow-men. A mean, despicable railroad man, whose soul knows no generosity nor illumination, is a deformity to a career like this. I said to a well informed southern railroad man only to-day:

RAILROAD SECRETS.

"What is the last important feat of the railroad spirit in the south?"

"Opening the Western North Carolina railroad over the Blue Ridge into Tennessee. After the labor and disappointment of years it has been done. No public celebration was made of it. Indeed, it is only now done as a fact, not as a completed railroad line. But next summer it will carry passengers from Richmond and Washington to the Warm Springs and make another grand new watering place like the White Sulphur springs of Virginia on the summit of the highest mountain between the Mississippi river and the Atlantic."

"What railroad has finally passed that barrier and gone into East Tennessee?"

"The Richmond and Danville system, which is also working up from Northeastern Georgia to cross the mountains again from Athens and Lula, in Georgia, to the Cincinnati Southern railroad, north of and via Knoxville. It will only be about one year before that is finished."

"Who is the head of the Richmond and Danville system?"

"A leading bank in New York city, and Clyde, the steamship man. They have associated all the competing lines south of Richmond in a protective agency under Mr. A. Pope, of Richmond, Va., as the general passenger agent. Previously they were running each other. I mean the Clyde line, the Robinson line, the Walter line, and the Plant line. Now they get good rates and agree under Pope's general agency. That is all it is, an association, not a consolidation."

"You say they are consolidating the lines of railroads in the southern states?"

"Yes, the Louisville and Nashville system will presently seize upon the Georgia Central system, which it is believed to control in the stock. The next step will be to take the issue bonds upon the consolidated property, as many people who would not take the Louisville and Nashville bonds alone would gladly buy the issue of a consolidated system like Mr. Wadley's. That system pays 6 per cent, with ease, and is the best railroad property in the south. It consists of the railroads between Savannah and Augusta, Macon, Montgomery, Alabama, and Atlanta, Columbus, Macon and Albany, in Georgia. It owns the noblest line of coast steamers in the country to carry the cotton from the country it drains—Richmond to Jacksonville, and down that river to New York direct from Savannah. The Louisville and Nashville people want its credit to raise money. After that they will want to buy the Richmond and Danville system, too."

"What will they want with that?"

"Neither their monopoly will be complete over the exports of the south, nor can they make the best use of freight as they require without getting to Norfolk and without closing the eastern avenue of competition. You see, the great problem of north and south lines is the matter of freight, and the matter of return back. There is little but cotton to take out, and it requires only a part of the year and a portion of the rolling stock. But provisions and merchandise go into the south, and the year round, and a high rate might be maintained upon these to keep up the interest and dividends. The Danville system, coming in from Washington; Baltimore, by a steamship line, New York, by Clyde's line, and Richmond, strike Atlanta and the Georgia railroad at both Augusta and Savannah, and supplies a great tract of cotton country, making nearly one-half of the gulf and Atlantic coast for the transportation of the cotton of the Louisville and Georgia systems. By means of the Georgia consolidation the Louisville system may be able to give the price for the Danville system."

What has become of R. T. Wilson?"

"He has made a fortune, and lives in New York. Some say he is worth \$500,000 to \$1,000,000. He is a Georgia-born man, raised in the south, and was a confederate contractor during the war. His brother-in-law, Marsh Walker, is building a fine new residence overlooking Macon, tearing down a splendid old home to do it. Wilson took hold of the old road from Savannah to Macon, Tennessee, Virginia and Georgia railroad, and by their consolidation with the Norfolk and Western and the Shenandoah Valley new line from New York, was given a noble base, and by the gift of the Richmond and Danville road and the acquisition of the Selma, Rome and Dalton, had only to build from Rome to Atlanta, to make one of the most formidable lines in the south, each of which is a line of all very tall men—Coke a particularly impressive one."

"Is not the general tendency of these new lines to build up into the Piedmont and upper country lying between Atlanta and the base of the Blue Ridge?"

"Yes. The upper part of the state of South Carolina is possessed, for instance, by a most remarkable force. Since the war the state has had no attention to the lower country of South Carolina—the sea coast parts—which so long, prescribed their politics, but are looking towards New York and Richmond for their markets and information. They have a fine soil, a hardy climate, growing towns and a sort of western self-reliance. It has been discovered since the war that cotton grows all the way up to the high land of the south, where it was not previously supposed to be cultivatable, particularly since its treated with phosphates and guano. The upper parts of Georgia and Carolina now grow better cotton than the southern parts."

THE WOLFE MANAGEMENT.

"Have you any criticism to make upon the Wolfe-Eranger management of the Cincinnati Southern railroad system?"

"Yes, the idea of treating the states of the union and a railroad property like that from a foreign office, as Eranger does, will not suit in this country. The same remark applies to the Baltimore and Ohio system, and to the Florida railroads from London. My idea of any successful railroad system in the southern states is to manage it upon the spot by the person in supervision of the capital and head in the country. They cannot treat American

railroads as if they were in Tasmania or Borneo. In that way both the Erie and the Reading railroads went to pot, being considered provincial enterprises with the brains and will of them in London."

"Do you think the Cole system of railroads is to be gobbled up by the Louisville and Nashville people?"

"I hope not. I hope that Mr. Cole will be strong enough to retain his control. He has eighty miles of road equipment piled up at Macon now, and is building at the rate of a mile and a half a day, I believe, and has advanced fifteen miles north of Macon already. The sales interest may seek to buy his backing away from beneath him before he advances his road far enough. The loss of the Cincinnati Southern was a disappointment to Mr. Cole's friends; they now expect to build up to the Kentucky Central."

"If Cole could advance his work far enough he would have more than they could buy with their present credit, and I do not see that it is good sense in any case to parallel line of road for over two hundred miles."

ANOTHER REBORN LINE.

"The extension of John M. Robinson's system from Hamlet, North Carolina, through upper South Carolina, and so on to Athens, Georgia, and Atlanta, may be achieved in a few years. Robinson owns the Seaboard and the Norfolk and Western, and through his friends controls the Bay Line of steamers from Baltimore to Portsmouth; he then possesses the intermediate railroad between the Danville system and the coast line of railroads. This is the line from Weldon to Raleigh and Hamlet, which is on the edge of South Carolina. He has recently acquired the Carolina Central railroad from Wilmington to Charlotte, passing through Hamlet. It is his scheme to divide the spooled cotton trade of the Danville system, and carry the cotton to Norfolk by building from Hamlet to Cheraw and Chester, S. C., and thence to Newberry, S. C., and across Georgia to Atlanta by Athens, Macon, and Savannah. He has a branch line from Atlanta to Norfolk through a country so productive of cotton that the Danville system last year carried one hundred and thirty thousand bales from their Greenville and Columbia branch alone, which is only one hundred and forty miles long, or nearly one thousand bales to the mile. Cotton pays \$1.75 a bale freight to Norfolk, and \$3 and more to New York. The Weldon branch alone, which is only one hundred and sixty miles long. You see, Robinson has unusual confidence in the port of Norfolk (or Portsmouth) as having the superior advantages for shipping cotton. It is the short haul, and it saves more than half of the costly insurance rates put on Savannah cotton by reason of the risks of going around Hatteras."

"WHO IS ROBINSON?"

"John M. Robinson is the son of Moncure Robinson, a distinguished engineer, who went from Virginia to Pennsylvania, and now resides in Philadelphia; who located the railroad and built the railroad from the Potomac river to Fredericksburg and Richmond, and at one time ran stages from Washington to Baltimore in opposition to the Baltimore and Annapolis line. He is one of the last men of the old school, invincible in his prejudices, honorable in his methods, and he still controls the stock of the fast route from Washington to Richmond, and prevented Tom Scott getting it, though he had to come into the Pennsylvania system's schedule and general arrangements. He and his son differed on the management of the line, and they agreed to accept bonds of the Richmond and Potomac property; the son developed on the Portsmouth, Weldon and Raleigh line."

MR. PLANT'S ENTERPRISES.

"Who is the man, Plant, who has been building the steel railroad cut-off to Florida?"

"H. B. Plant is a native of Connecticut, who has spent thirty years in Georgia in the express business. He has removed to New York, and at sister's sale he bought the railroad from Savannah to Jacksonville in Georgia, and to Live Oak, in Florida. During the last year he connected this railroad with Jacksonville, Florida, by a straight cut of seventy miles, and laid it with steel so that it can make the best time of any railroad in the south. He runs his special trains from Washington City to Jacksonville in less than 30 hours, and has reduced the time from Jacksonville to Jacksonville to fourteen hours instead of twenty-four. He is also building a railroad directly from Live Oak to the heavy timber country of the Suwannee river 'far, far, away,' and thence across the spiral ridge of the Florida peninsula, and down that ridge to the cattle country in the Everglades, and so on to Charlotte harbor, where he expects to carry these cattle across to Havana, a run of a few days by steamer. From Baltimore he is building, and expects to open by the winter of 1883, a line to connect with the Louisville and Nashville's latest parasite, the Pensacola and Atlantic railroad, making a line direct from Jacksonville to New Orleans in twenty-four hours."

WADLEY.

"What is to become of Mr. Wadley, so long president of the Georgia Central railroad?"

"Wadley may be dispossessed by the Louisville and Nashville system, and down that river to the lines he has so long controlled. If there is an honest railroad man in this world, he is the person, and with abundant opportunity to become rich, he is poor—probably not worth \$100,000. He resisted raising his salary; never mentioned his plans to his directors, lest they might speculate on them; is oblivious of praise or censure, and, though a few hard words have been exchanged between him and his board, he has been of great service to every man of character in Georgia. He has been obliged to charge some of the communities still rates for freight and passage, and, though he has a profound feeling of discrimination, he never laid any offense at his door. He began life in Georgia as a laborer on Fort Tybee, and was a creator of the railroad system."

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an interview with Mr. Fred Wolfe, of the Eranger system, with his private secretary, Mr. Cohn, was in the city yesterday, on his way from New York from the south. Mr. Wolfe

was called upon last night, at his rooms in the St. Nicholas, by an Enquirer reporter, and learned that that gentleman had the following facts relative to the proposed alliance of the Cincinnati, New Orleans and Texas Pacific railroad with the Baltimore and Ohio, an extended mention of which has been made in the columns of the Enquirer.

"It was the intention," said Mr. Wolfe, "for the Garretts to get control of the Central, of New Jersey, and form an alliance with the Philadelphia and Reading, and a connection to be made from Harrisburg, the western terminus of the Reading to Martinsburg, on the line of the Baltimore and Ohio. The road to land the connection was to be the Cumberland Valley, thus passing by the Baltimore and Ohio to New York."

"Was it not the understanding that an alliance was to be made between your lines and the Baltimore and Ohio, thus creating a through line from New York to New Orleans?"

"If the Jersey Central can be secured by the Garretts, that will be done, but it looks now as though Mr. Garrett will be defeated."

"Then, in the event that is not secured the alliance will not be formed?"

"We are not desirous of hurrying into law suits, and it is a long time before legislation will follow, no matter who gets the road. There could be no better route created for the Baltimore and Ohio in becoming a short line east than by the Reading and Jersey Central, to form an alliance with them while having a short route, it would then be the alliance of our route with the Baltimore and Ohio, the only independent line from New York to New Orleans. It may be done, but it will all depend upon the success of Messrs. Gould and Owen, who are the chief warriors in the interest of the Baltimore and Ohio and the Philadelphia and Reading."

Mr. Wolfe spoke encouragingly upon the subject of railroads in the south and the future of that country in railroad enterprise, as well as many other industries, giving as his opinion that the next few years would see the south as far advanced in all matters of industry as are now found in the north. Mr. Wolfe was interrogated relative to the rumor that was in circulation to the effect that if the Cincinnati, Hamilton and Dayton road was not embraced in the consolidated system of the Cleveland, Columbus, Cincinnati and Indianapolis road, that the Erlanger syndicate would acquire and operate the road, providing terms could be agreed upon. "I am of the impression," said Mr. Wolfe, "that the road can be made to pay handsome dividends, but I do not think we will become bidders for it should the consolidation be consummated. We are now heavily engaged in constructing roads in the south, and would prefer getting our lines all in thorough operation before weaving more roads into our system."

Mr. Wolfe will soon remove his family from his present home in Meridian, Miss., to New York, which will hereafter be his permanent residence.

He will during the month of May make a trip to Europe, and will be absent about four months. He leaves this morning for Washington, Baltimore and New York.

THE CHATTANOOGA AND ROME ROAD.

Chattanooga Times.

The contract for the construction of the Chattanooga and Rome railroad, otherwise known as the Lookout Mountain railway, has been awarded to the Georgia Railroad and Navigation Company. The contract provides for the construction of the road in payment of their contract and bind themselves to expend \$50,000 on the road within a specified time, and to finish the entire road one year after the commencement of work. We saw a letter yesterday from Mr. Campbell, in which he stated that he would commence work with all possible haste, and push it forward as rapidly as possible.

The importance of this road has been frequently set forth in these columns, and it is not now necessary to again enter into the details. It seems that the parties are really in earnest in the matter at present, and that the long sought and much needed road will in fact be built.

SPARKS OF SCIENCE.

It is said sulphur and lead, when touched here and there, keep rabbits from injuring trees. Olive oil may be tested by its odor when heated in a test tube, the odor of pure olive oil being rather agreeable, and that of oil substituted for it disagreeable.

It is stated that the results of recent geological explorations made in Russia by official direction show the existence in that empire of phosphate deposits sufficiently extensive to supply the wants of Europe for a long period.

Few people know that in bad seasons honey is apt to be poisonous. This arises from the fact that in such seasons the bees are often obliged to gather it from poisonous flowers. Great care should be taken to remove all poisonous plants from the neighborhood of the hives.

Eight silver vases have been found in a tomb in Sweden, and have been bought by the Stockholm museum. Four dates from the fourth century B. C. were found with the vases, and the other three are of better style and have a more artistic inscription.

The ancient slaveholders taken in the first step towards civilization was the enslaving the captives; that may be said to have been the origin of the employment of labor in manufactures. The first step was exchanging products of war, and that was the origin of international commerce.

A GREAT blast, which has been preparing for nearly a year at the limestone quarry of the Glenwood Iron company, near Easton, Pa., was fired recently, and the result was a most extraordinary display. The blast was fired in a tunnel, and the result was a most extraordinary display. The blast was fired in a tunnel, and the result was a most extraordinary display.

LES MOSES reports that M. Dufouret has in the exposed court of his house two bars of iron placed side by side, each of which is a line of all very tall men—Coke a particularly impressive one."

The interior department at Washington has decided that Lombardy poplar, balsam and cottonwood are not native to the United States, and are to be planted to tree-planting. The Olympia (W. T.) Transcript says that a petition is now in circulation in Washington, asking the decision amended so as to include these trees in the list of those lawful to plant. Since the war, the Lombardy poplar, with the law, and they are now in danger of losing their claim to the title of "foreign" trees.

The narrowest part of Baffin's Strait is thirty six miles wide, with a depth of thirty or forty fathoms, but is obstructed by three small islands in the middle. Since the war, the Lombardy poplar, with the law, and they are now in danger of losing their claim to the title of "foreign" trees.

It is discovered that perfranes exert a healthy influence on the atmosphere, converting its exogen into ozone. Cherry, flower, lavender, elder, mint, juniper, fennel and bergamot develop the largest quantity of ozone. Flowers without perfume, which odor would be derived from a red oleander, mimosa, heliotrope and lily of the valley develop in close vessels. Odorous flowers, cultivated in many places, would be valuable in purifying the air.

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LOCAL TIN-TYPES.

FROM OUR REPORTERS' POCKET CAMERAS.

Yesterday in the City—What was Done and Said by Home-Folk as the Day—The Gossip of the Town as Taken on the Fly—in and about the Courts and Departments.

A Dull Day.—Yesterday was a dull day with the justice courts, so far as criminal business was concerned. Several trials are, however, set for today.

YOUTH MEN'S CHRISTIAN ASSOCIATION.—Devotional service at the hall, 494 Whitehall street, to-night at 7:30 o'clock. All young men are invited to be present.

TO BE TRIED TO-DAY.—To-day Justice Rhea will have before him, for preliminary trial, William Dupree and Simon Price, charged with larceny. The trial will occur at 9 o'clock.

BEFORE THE COMMISSIONER.—Yesterday Willis Hodges, of Fulton county, was before Commissioner Smith for preliminary trial on a charge of illicit retailing of spirituous liquors. He was held in a bond of \$100.

SOME FINE COWS STOLEN.—The cattle thief is no respecter of breeds. A few nights ago two very fine milk cows were stolen from Mr. James P. Harrison. They were valued at \$125 each, but it is presumed that they have gone the way of all the earth by this time.

FIRST PRESBYTERIAN CHURCH.—Service a 10 o'clock this morning, and at 7:30 to-night. Dr. Hoyt's evening sermon will be preparatory to the communion on Sunday. He will also preach on the Sabbath in the morning and at night. The Lord's supper will be celebrated at close of the morning sermon.

AN OLD PISTOL.—Mr. R. K. Wilson, of this city, has an old single barrel powder and ball pistol which was carried by his grandfather, Mr. Robert M. Wilson, in the revolutionary war. It is quite a contrast to the elegant silver-mounted weapons which now weigh down the hip pockets of the country.

CLEANING UP.—Health Officers Veal and King are to rigidly enforce the city ordinances in reference to trash boxes. The law requires that these boxes shall be placed on the outside of the walk between the hours of seven and eight in the morning, and shall not be allowed to remain there at any other time, and shall not be put out at all on Sunday.

THE ASHLEY PHOSPHATE CO.—We call special attention to the fact that the Ashley Phosphate company, published elsewhere in this issue, is a company which has been formed by the union of the phosphate companies of the South. The company is a strong one and is a home company in every sense. Mr. Post, who is in charge of it, is a public benefactor, in that he has given our people perfectly reliable and efficient fertilizers. For many reasons—chief of which is that they are the best and cheapest—the southern people ought to use the guano sold by the Ashley Phosphate company. We commend them to our patrons.

W. W. WOOD, Esq., of the firm of W. W. Wood & Co., tobacco manufacturers of Winston, N. C., is spending a few days in Atlanta on business. It will be remembered that this firm are the manufacturers of those well known and popular brands of tobacco, the "Old Oaken Bucket" and "Maud Muller," which were so neatly and tastefully displayed at the cotton exposition under the care and supervision of their agents, Messrs. G. W. Hall & Son, of this city, and which received a special award of merit at the hands of the committee of awards. We learn from Mr. Wood that the crop of leaf tobacco grown last year and now being marketed in North Carolina and Virginia is the poorest in quality raised for many years. The absence of leaf suitable for making a good chew is especially noticeable in this crop, and the prices for such are fabulously high, owing to which these gentlemen have been obliged recently to advance the prices of their brands.

DARK ROOM SITES.—That the old rolling mill site is soon to have an immense manufacturing establishment erected upon it.

That Atlanta's population will increase fifteen thousand within the next two and a half years.

That Atlanta has a few office holders who are trembling in their boots.

That a street light is needed at the corner of Decatur and Fort.

That a duel between two dry goods clerks was prevented yesterday by the interposition of friends.

AT THE CAPITOL.—Very little of interest was done at the Capitol yesterday.

Adam M. Counts was commissioned justice of the peace for the 34th district of Pulaski county.

Yesterday T. G. Anderson was commissioned justice of the peace for the 135th district of Washington county.

Yesterday the governor issued an order making the number of a new militia district in this county the 135th.

William Evans, convicted in this county of selling lottery tickets and sentenced to pay a fine of \$500, was, yesterday, allowed by the governor to pay \$100 and go free. In a similar case of George Hancock, of Richmond county, the sentence was commuted to \$200.

Librarian Harlan is fixing up a consultation room for superior court judges.

SUPREME COURT, February 24, 1882.

ATLANTA, GA., February 24, 1882.

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STILSON, JEWELER,
RELIABLE GOODS AND BOTTOM PRICES.

53 WHITEHALL STREET.

PERRY DAVIS' PAIN KILLER.

Diphtheria

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Perry & Co's

The leading Pen in England for correspondence and commercial use. Four different points, Extra Fine, Fine, Medium, Broad. Perry's Metal Sample Box, containing the very best styles of pens, for sale. Sold by all first class stationers and dealers in fancy goods.

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